

**CALIFORNIA**

**DRIVING UNDER THE INFLUENCE TASK FORCE  
TOOLKIT**



**OUR PLAN FOR A SAFER CALIFORNIA**

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## **FORWARD**

In 2005, recognizing the need for a more collaborative approach to highway safety, Congress passed the Safe, Accountable, Flexible, Efficient Transportation Equity Act, which required each state to develop a Strategic Highway Safety Plan (SHSP). The California SHSP was developed in 2006, with a focus on identifying key traffic safety needs and strategies to address those needs. As part of the California SHSP, a variety of challenge areas were identified to focus on specific traffic safety concerns.

One area of primary concern was reducing the incidence of impaired driving in California, to which the California SHSP, Challenge Area One, was formed. Under the guidance of the California Highway Patrol (CHP), an interdisciplinary committee, comprised of various state and local agency representatives with impaired driving expertise, developed a 'toolkit' to serve as a resource and assist communities in implementing an effective community-based response to impaired driving.

This guide is the result of these efforts, and reflects the collaborative spirit of the California SHSP. The task force concept ensures there is sufficient involvement and expertise from a variety of stakeholders, which will allow for a more effective approach to combating the incidence of impaired driving. Although this document is intended for highway safety stakeholders, it may also be of interest to the general public who may reference the document to learn about various actions which may be taken to address impaired driving, and ultimately highway safety.

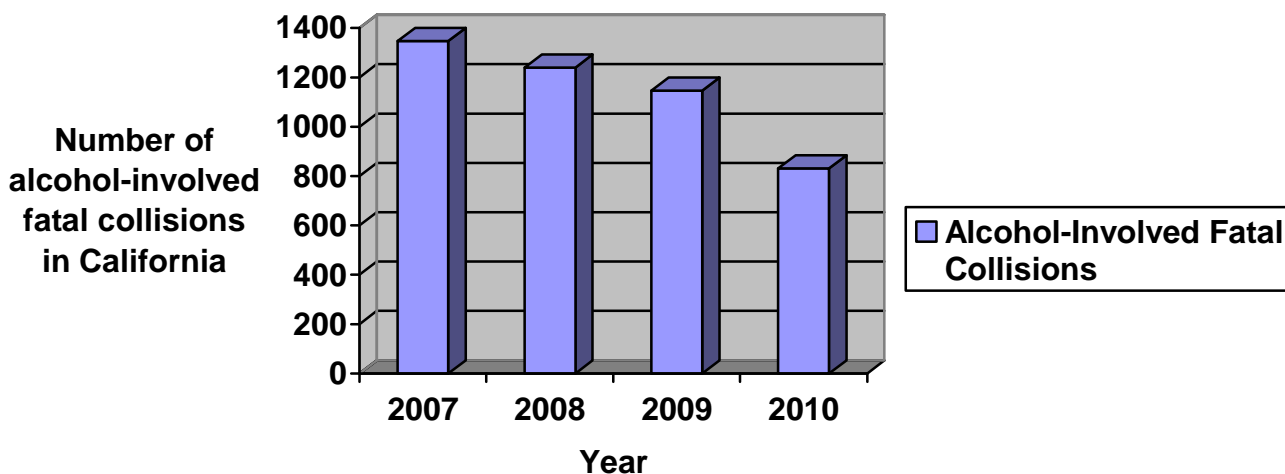
For additional information on the California SHSP, please visit the California Department of Transportation Web site at:

<http://www.dot.ca.gov/SHSP>

## **BACKGROUND**

Driving under the influence (DUI) is one of the most serious traffic safety issues facing California. Every year, DUI irreparably touches the lives of those involved. Throughout the last several decades, aggressive campaigns by both the public and private sectors have targeted DUI. Through a combination of education, enforcement, and prosecution, gains have been made in the reduction of alcohol-involved fatal traffic collisions. In 2010, there were 831 alcohol-involved fatal traffic collisions in California. Compared with the 1,146 alcohol-involved fatal traffic collisions in 2009, and the 1,239 alcohol-involved fatal traffic collisions in 2008, the impact of past programs is evident. In California from 2009 to 2010, the total number of alcohol-involved fatal and injury traffic collisions decreased approximately 27 percent (from 1,146 to 831). However, even with this downward trend in fatalities, the overall number of alcohol-involved collisions remains unacceptable.

### **Alcohol-Involved Fatal Collision Comparison**



The figure above displays the gains made by previous DUI campaigns, but there is still more to be done. In an effort to address this critical traffic safety issue, it is important for stakeholders to collaborate and develop effective DUI countermeasures. A joint effort among policy makers and traffic safety advocates is needed to further the gains made by previous DUI campaigns. New and innovative approaches are needed to effectively reduce the number of DUI drivers.

The following will serve as a toolkit for law enforcement agencies and traffic safety advocates to assist in their efforts to address DUI. This toolkit may be used to help law enforcement agencies or safety advocates in the community in developing a task force which can incorporate proven strategies with new and innovative efforts to combat the prevalence of DUI.

## **LAW ENFORCEMENT TASK FORCE MEMBERSHIP**

The initial step in starting a multi-jurisdictional DUI task force is to ensure adequate participation from a variety of law enforcement agencies and traffic safety advocates. An executive committee should be formed to act as the Board of Directors and administer the efforts of the task force. The executive committee may be comprised of law enforcement representatives, the Department of Motor Vehicles, the Department of Alcoholic Beverage Control (ABC), probation officers, parole officers, and local prosecutors.

Task force membership may include:

- State law enforcement agencies (e.g., CHP).
- Local police departments.
- Sheriff departments.
- University and campus police departments.
- Code enforcement agencies.
- Intake and detention personnel.
- Judges and other key court personnel.
- Prosecutors.
- Medical professionals.
- Local governmental leadership.
- Treatment groups.
- Local business leaders.
- Public interest groups.
- Media representatives.
- School officials.
- Parent-teacher groups.
- Students.
- Victim groups.
- Others as deemed necessary by the executive committee.

## **ORGANIZATIONAL STRUCTURE**

Participants in the task force must have clearly defined roles. An organizational chart which clearly defines member roles can be helpful in identifying responsibilities, facilitating effective communication, and maximizing resources. Key stakeholders may even participate in multiple task forces. A successful multi-disciplinary task force (e.g., auto theft) may already exist within your jurisdiction, and can serve as an organizational template.

## **FUNDING OPTIONS**

### **Office of Traffic Safety**

The Office of Traffic Safety (OTS) provides funding for sobriety checkpoints, saturation patrols, and other innovative strategies to reduce DUI. Funding for enforcement and education programs may include overtime, contractual services, full time personnel, operating costs, and related equipment.

Please visit the OTS Web site for additional information regarding funding:

[www.ots.ca.gov](http://www.ots.ca.gov)

### **Alcoholic Beverage Control**

In 1995, ABC embarked on a new and innovative approach to broaden and increase the level of alcoholic beverage law enforcement by working in partnership with cities and counties through a grant assistance project. The Law Enforcement Grant Assistance Program awards grants of up to \$100,000 to local law enforcement agencies with an emphasis on reducing alcohol-related crimes in their communities. The mission of the Grant Assistance Program is to work with law enforcement agencies to develop an effective, comprehensive, and strategic approach to eliminating the crime and public nuisance issues associated with problem alcoholic beverage outlets, and then institutionalize those approaches within the local police agency. For more information, please visit:

[www.abc.ca.gov](http://www.abc.ca.gov)

### **California Vehicle Code**

California Vehicle Code Section 9250.14 (sunset date of January 1, 2018) allows, by county ordinance, \$1 in vehicle registration fees to be placed into an account which will fund auto theft activities or, in a county with a population of under 250,000, money can be expended for prosecution of DUI-related crimes. Contact your local county district attorney's office and/or city attorney's office to determine if your county qualifies and confirm funding availability.

## **LAW ENFORCEMENT TRAINING**

Each member of the task force who will be participating in an enforcement capacity should have sufficient training in the area of DUI, to include a minimum of instruction in standardized field sobriety testing (SFST). Advanced roadside impaired driving enforcement (ARIDE) training and drug recognition evaluator (DRE) training are also available and highly encouraged. These classes are certified by the Commission on Peace Officer Standards and Training.

### **Standardized Field Sobriety Testing**

The SFST course is designed to increase the law enforcement officer's abilities to detect and investigate the impaired driver. The following subjects are presented: evidence of DUI, National Highway Traffic Safety Administration (NHTSA) SFST's, courtroom testimony, report writing, correlation studies, and an alcohol workshop.

## **Advanced Roadside Impaired Driving Enforcement**

The ARIDE program is a two-day course that provides students with general knowledge related to drug impairment. This training includes the following topics: NHTSA SFST review, seven categories of drugs, physiology of drugs, courtroom testimony, report writing, drug trends, and drug combinations.

## **Drug Recognition Evaluator**

The DRE school is an intensive and comprehensive course designed to impart the knowledge and skills of the DRE protocol. Topics include: 12 step evaluation, seven categories of drugs, physiology of drugs, eye and vital sign examination, resume preparation, report writing, classifying a suspect, alcohol as a drug, drug combinations, case preparation, and testimony.

Many of these training classes are offered by the CHP. For more information about upcoming training, please visit:

[www.chp.ca.gov/dre/training\\_schedule.html](http://www.chp.ca.gov/dre/training_schedule.html)

For additional information regarding DRE training, contact:

California Highway Patrol Academy  
Impaired Driving Unit  
3500 Reed Ave.  
West Sacramento, CA 95605  
(916) 376-3256  
<http://www.chp.ca.gov/dre>

## **PUBLIC EDUCATION**

The cornerstone of any effective program will often involve public education. Although communities are encouraged to develop their own programs, there are a variety of educational programs available, some of which include:

### **Every 15 Minutes**

The Every 15 Minutes program is a two-day program focusing on high school juniors and seniors, which challenges them to think about drinking, driving, personal safety, the responsibility of making mature decisions, and the impact their decisions have on family, friends, and many others. More information about the Every 15 Minutes program can be found at:

[www.chp.ca.gov/programs/fifteen.html](http://www.chp.ca.gov/programs/fifteen.html)  
or  
[www.every15minutes.com](http://www.every15minutes.com)

### **Sober Graduation Program**

The Sober Graduation program was established in 1985 and has been recognized internationally as an effective anti-DUI program targeting high school seniors and raising their awareness of the dangers of drinking and driving. For more information about the Sober Graduation program, please visit:

[http://www.chp.ca.gov/community/impaired\\_driving.html](http://www.chp.ca.gov/community/impaired_driving.html)

### **Start Smart**

The CHP Start Smart program is a driver safety education class which targets new and future licensed teenage drivers between the age of 15-19 and their parents/guardians. Additional information about the Start Smart program can be found at:

[www.chp.ca.gov/community/startsmart.html](http://www.chp.ca.gov/community/startsmart.html)

For more information about any of the above programs, or for scheduling information, please contact your local CHP Area office. A directory of CHP offices can be found at:

[www.chp.ca.gov/depts\\_divs\\_offs/index.html](http://www.chp.ca.gov/depts_divs_offs/index.html)

### **Educational Materials**

The CHP also offers DUI related educational material for public distribution. For more information, please contact:

California Highway Patrol  
Office of Media Relations  
(916) 843-3310

[www.chp.ca.gov/community/index.html](http://www.chp.ca.gov/community/index.html)

### **Responsible Beverage Service Training**

The ABC provides a free and voluntary training program for Responsible Beverage Service (RBS) called Licensee Education on Alcohol and Drugs. The curriculum of this nationally recognized training program includes components for reducing underage drinking and driving, reducing the availability of alcoholic beverages to minors, and preventing the service of alcoholic beverages to obviously intoxicated patrons.

The ABC also provides a list of private RBS providers which can be located on the ABC Web site at:

[www.abc.ca.gov](http://www.abc.ca.gov)

### **Traffic Safety Organizations**

The OTS Web site offers a variety of links to various traffic safety organizations, such as Mothers Against Drunk Driving. For more information, please visit:

[www.ots.ca.gov/OTS\\_and\\_Traffic\\_Safety/Links.asp](http://www.ots.ca.gov/OTS_and_Traffic_Safety/Links.asp)



## **CONVENTIONAL ENFORCEMENT OPTIONS**

### **Sobriety Checkpoint Operations**

Sobriety checkpoint operations increase the public's awareness of the hazards of DUI and, in many cases, serve as a deterrent to those drivers who may otherwise drive while impaired. In a review of the evidence on the effectiveness of sobriety checkpoints, the Centers for Disease Control found sobriety checkpoints reduced subsequent fatal collisions by 23 percent.\* Sobriety checkpoints are recommended in areas experiencing a high number of DUI-related arrests and traffic collisions.

The CHP and the OTS offer pamphlets and other public education materials which can be distributed during checkpoint operations. These materials serve to educate the public about the dangers of DUI.

Checkpoints should be set up in accordance with the participating agency policy. If multiple agencies are participating, all involved agencies should meet and develop a joint operational plan.

A sample checkpoint operations plan is included for reference (Annex A).

### **Saturation Patrol and High-Visibility Enforcement**

Saturation, or high visibility enforcement, is recommended in areas experiencing a high number of DUI-related arrests and traffic collisions. Working from a centralized location, these operations expedite the processing of arrested individuals and allow for a concentrated effort targeting DUI drivers. A periodic and sustained high-visibility enforcement effort, supported by a coordinated media plan, is a proven countermeasure for addressing DUI.

A good example of coordinated saturation patrol is the AVOID program. AVOID is a regional task force made up of law enforcement agencies, working together during peak holiday periods, to reduce drunk driving. The program name is not an acronym but rather a warning to avoid drinking and driving, and avoid being arrested. For more information, please visit:

[www.californiaavoid.org](http://www.californiaavoid.org)

## **NONCONVENTIONAL ENFORCEMENT OPTIONS**

In addition to the conventional enforcement efforts previously outlined, it is important to pursue other nonconventional efforts to maximize the effectiveness of the task force's ability to address and deter DUI.

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\*Shults, R.A., Elder, R.W., Sleet, D.A., Nicholas, J.L., Alao, M.O., Carande-kuli, V.G., Zaza, S., D.M., & Thompson, R.S. (2001) Task Force on Community Preventive Services. Reviews of evidence regarding interventions to reduce alcohol-impaired driving. *American Journal of Preventive Medicine*. 2001, 21(4S), 66-68

## **Target Responsibility for Alcohol-Connected Emergencies**

Target Responsibility for Alcohol-Connected Emergencies is a protocol in which first responders to alcohol-involved emergencies immediately notify ABC when the following are involved: there is alcohol consumption by a person under age 21, a vehicle collision, serious injury, or other serious crime. The ABC conducts a separate, but parallel investigation to track the source of alcohol. Individuals and businesses that illegally sell or furnish alcohol to a minor face criminal and administrative sanctions. For more information, please visit:

[www.abc.ca.gov](http://www.abc.ca.gov)

## **Undercover Operations**

Department of Alcoholic Beverage Control investigators routinely conduct undercover operations to detect alcohol-related crimes. One type of investigation targets violations for service of alcoholic beverages to an obviously intoxicated person. These investigations often result from a request from an allied law enforcement agency which determines that a licensed premise is the “place of last drink” for a DUI suspect. For additional information, please visit:

[www.abc.ca.gov](http://www.abc.ca.gov)

## **Public Utilities Commission**

The California Public Utilities Commission (PUC) has specific regulatory and safety responsibilities over for-hire passenger vehicles including limousines and passenger buses. These vehicles may be engaged for alcohol related activities to reduce potential DUIs. However, in some instances the passengers are left in locations where they will likely drive. For additional information regarding the PUC, please visit:

<http://www.cpuc.ca.gov/PUC/enforcement>

## **MEDIA**

Involving members of the media in your DUI task force will help publicize the dangers of DUI and serve as a general deterrent to potential DUI drivers. Working effectively with the media and developing a specific media strategy as part of the DUI task force is important and should be included in all operations. If members of the media will be present during enforcement operations, a public information officer should be utilized to answer questions and ensure their safety.

## **PROSECUTION**

Participation from the local district attorney’s office and/or city attorney’s office in your area will prove invaluable. Prosecutors can provide training, legal opinions, and recommendations. Counties and/or cities often have prosecutors who specialize in DUI cases. Contact your local district attorney and/or city attorney for additional information.

The Traffic Safety Resource Prosecutor Program, through the California District Attorney's Association, is another valuable resource and is available to provide training and assistance. For additional information, please contact:

Traffic Safety Resource Prosecutor Program  
California District Attorney's Association  
921 11<sup>th</sup> Street, Suite 300  
Sacramento, CA 95814  
916-443-2017  
[www.CalTSRP.org](http://www.CalTSRP.org)

## **COMMUNITY COALITIONS**

Law enforcement plays a critical role in the reduction of DUI, but law enforcement is only part of the solution. Localized coalitions focused on DUI at the community level can implement environmental prevention strategies. Although there are a variety of ways community coalitions may be organized, one suggestion is using the Public Health Model and the Strategic Prevention Framework.

### **Public Health Model**

The Public Health Model is a theoretical and behavioral model commonly used to prevent DUI at the community level. This model is based upon the belief that altering the environment of the community and regulating substances can impact behavior and affect change.

#### **Environmental Prevention**

Environmental prevention consists of measures to affect the community by influencing or changing conditions, standards, institutions, structures, systems, and/or policies.

#### **Media Advocacy**

Media advocacy entails working with the media and developing a specific strategy. Including media personnel will assist in better framing the issue and to help create awareness. When working with the media, some key points to remember include: development and use of talking points, knowing your opponent's arguments, and the use of designated, well-briefed spokesperson.

#### **Regulating Policies on Availability/Accessibility**

Regulating availability/accessibility entails developing, implementing, and enforcing community level policies regarding the supply of substances. These programs should focus on the process people use to obtain substances. Holding both the supplier and the consumer accountable for violations can help curb abuses.

## **Strategic Prevention Framework**

Strategic Prevention Framework is a five-step planning guide developed by the United States Department of Health and Human Services Substance Abuse Mental Health Service Administration to assist communities in continually developing, implementing, and evaluating programs that affect change at the community level.

Step 1: Needs Assessment – Step one involves assessing the community, the issue, and the resources available.

Step 2: Build Capacity – Step two analyzes the information from step one to identify strengths and weakness, expand knowledge, grow skill sets, and develop a plan on how to respond.

Step 3: Program Planning – Step three incorporates the information from the previous two steps, and creates the foundation for developing a program specific to the issues. The program should address the issue, the community, and the resources available. The program should explore proven strategies used by other communities dealing with a similar issue.

Step 4: Program Implementation – Step four is the implementation of the program.

Step 5: Program Evaluation – The final step in this process is to evaluate the program. This step evaluates both the impact of the program and the program's impact on the community.

Upon completion of the five steps, the cycle starts again. The steps are continually repeated throughout the life of the issue. Throughout this process, all programs should be assessed for sustainability.

For more information, please visit:

U.S. Department of Health and Human Services  
Substance Abuse Mental Health Service Administration  
[www.samhsa.gov/prevention/spfcomponents.aspx](http://www.samhsa.gov/prevention/spfcomponents.aspx)

Communities Anti-Drug Coalitions of America  
625 Slaters Lane Suite 300 Alexandria, VA 22314  
Tel 1-800-54-CADCA  
[www.cadca.org](http://www.cadca.org)

California Department of Alcohol and Drug Programs  
[www.adp.ca.gov/Prevention/prevention.shtml](http://www.adp.ca.gov/Prevention/prevention.shtml)

## **SUMMARY**

There are a variety of options available to assist in the development of local DUI programs; however, there is no right or wrong way, provided there is input from a variety of stakeholders. This document is intended to encourage the development of multi-jurisdictional DUI task forces dedicated to the reduction of DUI. Through a combined effort, law enforcement and community members can continue the gains made by previous DUI campaigns, and further prevent the loss of life.

## **ACRONYM LIST**

<b>ABC -</b>	Alcoholic Beverage Control
<b>ARIDE -</b>	Advanced Roadside Impaired Driving Enforcement
<b>CHP -</b>	California Highway Patrol
<b>DRE -</b>	Drug Recognition Evaluator
<b>DUI -</b>	Driving Under the Influence
<b>FST -</b>	Field Sobriety Test
<b>HPM -</b>	Highway Patrol Manual
<b>NHTSA -</b>	National Highway Traffic Safety Administration
<b>OTS -</b>	Office of Traffic Safety
<b>PUC -</b>	Public Utilities Commission
<b>RBS -</b>	Responsible Beverage Service
<b>SFST -</b>	Standardized Field Sobriety Testing
<b>SHSP -</b>	Strategic Highway Safety Plan

## **ANNEX A (SAMPLE SOBRIETY CHECKPOINT OPERATIONS PLAN)**

State of California

Business, Transportation and Housing Agency

### **M e m o r a n d u m**

Date: May 5, 2011

To: Valley Division

From: **DEPARTMENT OF CALIFORNIA HIGHWAY PATROL**  
Stockton Area

File No.: 265.13325.13325

Subject: DUI SOBRIETY/DRIVER LICENSE CHECKPOINT PROJECT AL 0611

On May 12, 2011, the Stockton Area will participate in a driving under the influence (DUI) Sobriety/ Driver License Checkpoint. The team will consist of six officers and one sergeant from the California Highway Patrol Stockton Area. The checkpoint shall be conducted in compliance with departmental policies and procedures, as stated in Highway Patrol Manual 70.4, Driving Under the Influence Manual, Chapter 8, Sobriety/Driver License Checkpoints.

Checkpoint site locations were selected based upon high incidents of DUI/unlicensed driver related collisions, DUI arrests, roadway configurations, traffic volumes, lighting, sight distance, field sobriety test administration, and motorist safety. The primary consideration was officer safety. The checkpoint will not operate during periods of dense fog or visibility less than 800 feet. The team leader (sergeant) may shut the checkpoint down at any time for officer safety.

#### **I. CHECKPOINT OPERATIONS**

##### **A. Primary Location**

Northbound Pilsner Parkway south of Patron Way (San Joaquin County), 2100 through 0100 hours.

##### **B. Alternate Location**

Westbound Manhattan Avenue west of Cuevas Drive (San Joaquin County), 2100 through 0100 hours.

***Safety, Service, and Security***  
CHP 51 (Rev. 03-11) OPI 076



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## **II. CONTINGENCY PLAN**

### **A. Primary Checkpoint Location**

Pilsner Parkway is a north/south roadway with two lanes in each direction. There is a one-way left turn lane that separates north and southbound lanes. The posted speed limit is 40 miles per hour (MPH). There are overhead street lights at this location.

Screening of vehicles will be based upon traffic volume and the experience of the team involved in the checkpoint operations. It is anticipated that all vehicles will be screened. If at any time traffic delay exceeds three minutes by actual timing, every third vehicle will be screened.

Both the team leader and the Area public information officer (PIO) shall closely monitor the activities of the media. Media members are restricted to designated areas only while at the checkpoint location. Media people will be under the control of the Area's PIO.

### **B. Alternate Checkpoint Location**

Westbound Manhattan Avenue west of Cuevas Drive is designated as the alternate location in the event of relocation. Manhattan Avenue is an east/west roadway with two lanes in each direction. The posted speed limit is 35 MPH. There are overhead street lights at this location.

Screening of vehicles and media control will be the same as the primary location.

## **III. OVERTIME USAGE**

Overtime usage will be in compliance with the DUI Sobriety/Driver License Checkpoint Project AL 0611. Departmental funding for this checkpoint allows for one sergeant and six officers on overtime pay for six hours each, for a total of 42 hours.

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#### **IV. MISCELLANEOUS**

All personnel involved will be thoroughly briefed by the team leader prior to the checkpoint operation.

A public notice shall be provided to the local media a minimum of 48 hours in advance of the checkpoint. Specific checkpoint locations will not be released to the media sooner than two hours before the checkpoint operation commences.

S. COUTTS, Captain  
Commander

Attachments:

1. Checkpoint Diagram - Pilsner Parkway South of Patron Way
2. Press Release





## ANNEX B (SAMPLE PRESS RELEASE)



# NEWS



CONTACT: Axel Reyes  
(559) 441-5489 (Office)  
(559) 341-2935 (Office)

Public Information Officer  
1382 West Olive Avenue  
Fresno, CA 93728

**FOR IMMEDIATE RELEASE**

July 6, 2011

### **SOBRIETY AND DRIVER'S LICENSE CHECKPOINT**

The California Highway Patrol (CHP) Fresno Area will conduct a driving under the influence (DUI) and driver's license safety checkpoint on July 8, 2011, somewhere within the unincorporated area of Fresno County.

"All too often, members of our community are senselessly injured or killed on our local roadways by intoxicated or unlicensed drivers," said Captain Roy Huerta, CHP Fresno Area Commander. The goal of the CHP is to ensure the safe passage of each and every motorist by targeting roads where there is a high frequency of intoxicated or unlicensed drivers. A sobriety/driver license checkpoint is a proven effective tool for achieving this goal and is designed to augment existing patrol operations.

Captain Huerta emphasized, "traffic volume permitting, all vehicles will be checked for drivers who are under the influence of alcohol or drugs, or driving unlicensed. Our objective is to send a clear message to those individuals that consider driving and mixing alcohol or drugs, or drive when unlicensed, you will be caught and your vehicle will be towed away."

Funding for this program was provided from a grant from the California Office of Traffic Safety through the National Highway Traffic Safety Administration.

**NOTE:** The media may contact CHP Fresno Area Public Information Officer Axel Reyes at (559) 341-2935 on July 8, 2011, no earlier than 6:00 p.m., for the exact location.

# # # #

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